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COUNTRY	Eastern Germany
TOPIC	Dessau Airfield
EVALUATION	25X1
PLACE OBTAINED	25X1
DATE OF CONTENT	15 August to 11 September 1952
DATE OBTAINED	
DATE PREPARED	21 October 1952
REFERENCES	25X1
PAGES	4
ENCLOSURES (NO. & TYPE)	
REMARKS	

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1. The following observations were made at Dessau airfield between 15 August and 12 September 1952:

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15 August. At 5 p.m., [] that 50 IL-10s and 5 biplanes were parked at the field. Twenty-three IL-10s were counted north of the taxiway and 27 south of the taxiway.

16 August. There was air activity by IL-10s. It was raining. Between 10 and 11:25 a.m., take-offs and landings were made.

20 August. After 1 p.m., IL-10s took off and landed individually and in formation.

21 August. At 6 a.m., two IL-10s with the [] landed at the field.

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22 August. At 9:30 a.m., an IL-10s plane towing an air sleeve approached the field. At 5:30 p.m., 13 IL-10s were parked without any pattern at the previous dispersal area. The remaining planes were parked in rows across the field. The aircraft were covered with tarpaulins. Three planes had the numbers 12, 26 and 57.

26 August. An IL-10 plane landed at 2 p.m..

29 August. Between 9 a.m. and noon, there was air activity. Landings were made individually and in formation.

29 August. [] 13 IL-10s and 1 biplane at the field. (1) Seven trucks were parked between the AA gun emplacements and the aircraft east of the flight control building. (2)

9 and 11 September. Air activity was in progress during the mornings. Between 7 and 11 p.m. on 11 September, there was intensive flying.

12 September. Four biplanes and 46 IL-10s were counted at the field.

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2. On 22 August, two railroad tank cars were observed on the spur track. On 28 August, two large wooden buildings, apparently hangars, were under construction west of the debris on the northern edge of the field. A large heap of earth and dark poles put into the ground were observed in the western corner of the field, just south of the runway. (h) The slag of brown coal which had been previously hauled to the field was still stored on the northern edge along the road to Kuehnau. A wind cone and an antenna, about 20 meters high, were observed on top of the 20-meter-long wooden temporary building at the side of the flight control tower. The temporary building probably housed the flight control station.

3. In late August, [] that the fence around the field was completed. From Alten railroad station, a barbed wire fence, about 2 meters high with wooden poles, extended as far as the last buildings of Klein Kuehnau and a wooden fence, about 2 meters high, extended to the east as far as the spur track. There was a board gate, about 2 meters high, through which the spur track passed. Adjacent to the board fence there was a barbed wire fence which extended to the north-east as far as the garages at the former high building. The gate at the road to Kuehnau was blocked by woven wire. The only entrance to the field was at the southern border at the former Dorfstrasse. (5)

4. Between 15 August and 4 September, five shrapnel-proof aircraft revetments were being constructed on the western edge of the field. (h)

5. The following air activity was observed at the field between 16 August and 11 September:

16 August. There was formation flying by ground attack planes in formations of six.

20 August. Little air activity was practiced by ground attack planes. Eleven take-offs were made. Five biplanes and 51 ground attack aircraft were counted at the field.

21 August. Between 6:30 and 9 a.m., five ground attack planes made flights of 15 to 30 minutes. Two biplanes landed at the field at 11 a.m.

22 August. Between 7 a.m. and 4 p.m., there was air activity. The sky was cloudy, the cloud base being at an altitude of about 1,500 meters. At 7 a.m., four ground attack planes individually took off for cross-country flights, which lasted about one hour. Another formation of four ground attack planes took off at 7:30 a.m. and remained aloft for one hour. Further take-offs were made by a ground attack plane towing an air sleeve at 8:45 a.m. and a formation of 4 IL-10s each at 9 and 9:30 a.m.. A ground attack plane towing an air sleeve landed at 10 a.m.. Between noon and 1 p.m., 40 aircraft were parked in two rows of 20 planes in the center of the field. Three planes took off at 4 p.m. and landed after about one hour.

23 August. At 6:30 a.m., 35 ground attack planes took off in flights and in elements of two. Flying was practiced in squadron formation. Take-offs were made by three ground attack planes at 6:45 a.m. and an individual plane at 7:15 a.m. All the planes flew toward the east. They returned in four waves from the east between 10:30 a.m. and 12:30 p.m.

26 August. Flying was practiced between 7:30 and 1:30 p.m. An IL-10 plane took off at 7:20 a.m., and circled once over the field partially flying in the clouds. The landing was made at 8:15 a.m. The same procedure was performed by another ground attack plane between 10 and 11:15 a.m.. Two ground attack aircraft took off about noon. One ground attack plane

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each took off at 12:30 and 1:30 p.m.. At 4:30 p.m., four ground attack planes took off and departed flying in formation. The planes landed at 6:10 p.m.

29 August. After 7:30 a.m., there was air activity by five ground attack planes which made individual local flights for 15 to 30 minutes. A ground attack plane towing a sleeve target also took off and circled over the field at an altitude of 1,000 to 1,200 meters. Flying continued until 1 p.m..

2 September. II-10s practiced flying between 2 and 5 p.m..

5 September. A ground attack plane took off at 6:30 a.m. and landed at 7:15 a.m.. Between 7:30 and 8 a.m., six ground attack planes took off individually and headed east.

6 September. At 1 p.m., six ground attack planes flying in elements of two approached from the east, one element after the other. The planes circled over the field and then landed.

8 September. Flying by six II-10s started at 8:30 a.m.. The planes took off and flew in flights. At the take-off, there was an interval of about 10 seconds between the individual planes of each flight. Flying continued until 1:20 p.m..

11 September. Nine ground attack planes took off at 6 p.m. and landed at 6:20 p.m.. The aircraft were parked separate from the others 200 meters from the runway. This arrangement was usually observed in case of night flying. At 7:30 p.m., night flying started. The boundary lights and a flare path on both sides of the runway were switched on. A searchlight on the eastern edge of the runway was in operation and beamed its light toward the west. Two additional searchlights, located about 200 meters west of the edge of the runway illuminated the runway from the side.

6. To date, no tubes for the launching of rockets or suspending bombs have been observed at the ground attack aircraft at Dessau airfield.
7. The light AA guns were observed emplaced still east of the flight control building. (2) In the southwestern corner of the field, poles about 2.5 meters high were being put into the ground close to each other, and earth was being piled to cover their tops. The earthwork had an entrance at one side which also had a splinterproof protection. Twelve such construction sites were observed at the field. Three of them were completed. (4) On 2 September, positions were being dug in the northern section of the field. Ditches were being dug underneath and on both sides of the fence. (6)

Comments.

- (1) Dessau airfield is occupied by a ground attack regiment which is apparently equipped with at least 50 II-10s.
- (2) The AA gun emplacement on the southern edge of the field is known. the 37-mm AA guns were moved from the emplacement on 6 August. It is believed that the battery probably moved to manure or Gustafson artillery range for firing exercises with live ammunition.

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- (3) No observations have been made concerning the construction of hangars on the northern edge of the field. Previously, no hangars were available at Dessau airfield.
- (4) This is the first information on the construction of shrapnelproof aircraft revetments at Dessau airfield. Since the same observation was made at several other airfields of the Twenty-Fourth Air Army, it is believed that the construction of such revetments was ordered by a central headquarters for all airfields of the Twenty-Fourth Air Army.
- (5) The construction of a fence around the field was continuously reported. The information shows that fences are erected not only around fields occupied by jet aircraft but also around airfields used by conventional planes.
- (6) Air raid trenches are possibly being excavated. These trenches simultaneously serve security measures because they can also be used by sentries who thus can observe the road along the northern edge of the field without being seen themselves. Noteworthy is the large scale of security measures taken at the airfields by the Russians.